

## FLOOD IS SUBSIDING.

## THE SITUATION IS IMPROVING TODAY.

**Railroads Resuming Traffic on Some Divisions, But Most of the Lines Still Tied Up—Manchester and Augusta Bridge Wrecked—Train to Columbia Tonight.**

The railroad situation in some respects is somewhat more encouraging this afternoon than it was yesterday.

Traffic was resumed on the North-western Railroad yesterday afternoon, the first train from Camden coming through to the city late in the evening. The regular trains are running to Camden today.

The flood situation at and above Camden has also improved. The river at Camden is falling rapidly, and it is reported that the Southern will resume the operation of passenger trains between Camden and Rock Hill this afternoon.

The Wateree is falling at the W. C. & A. bridge and it is expected that the first train will go through to Columbia tonight, leaving here about 12 o'clock. The bridge there held fast against the flood and the embankments and trestles in the swamp were not swept away as was feared would be the case.

A part of the M. & A. bridge at Rimini and a mile and a half of the trestle have been swept away and there is no predicting when it will be possible to resume the operation of trains on the M. & A. division.

The Northeastern bridge on the Santee at St. Stephens is still intact and trains are still running through to Charleston. The regular passenger train from Charleston came in this morning and will return on regular schedule tonight. The crest of the flood had not reached the Northeastern bridge this morning and no reports have been received today, but the absence of news is taken to indicate that no damage has yet been done.

Trains from Florence to this city came via Lanes today, as they did yesterday.

Lynch's River is falling and the work of repairing the roadway and trestles in the swamp between Lynchburg and Cartersville will begin at once.

No trains are being operated on the main line north of Florence. The Pee Dee bridge was still standing at last reports today, but it has been damaged and is regarded as unsafe.

The Southern Railway is operating no trains out of Sumter, as the trestle at Sumter Junction and the Kingsville bridge are under water. The depot at Sumter Junction was washed away last night and the trestle as well as the embankments in the river swamp have been considerably damaged. Days will be required for the repairs after the flood subsides.

The flood reports from other sections are given below.

## CARS SWEEP AWAY.

**Part of Bridge and Mile and a Half of Trestle Washed Away—Forty Box Cars Lost—Water Still Rising at 1 O'clock.**

Pinewood, Aug. 29.—Part of the iron bridge at Santee is gone. A mile and a half of the trestle, with forty box cars, was washed away today at 10 o'clock. Water is still running through the box car dops that are able to stand on the track.

Capt. White and Mr. Stone were turned over in a boat last night, but were rescued all right.

There is no hope for the trestle, the whole structure is doomed. Water is backed up within a quarter of a mile of Gov. Manning's old mansion.

Crowds are rushing by here to see the river at Rimini. The water is still rising.

## HIGH WATER IN LEE.

**Lynch Creek a Rushing Torrent—Crops Ruined and Stock Drowned.**

Bishopville, Aug. 28.—The flood in Lynch's River not only surpassed any similar disaster in the memory of the off-quoted "oldest inhabitant," but tradition fails to give anything that approaches in its extent, the rapidity with which the water rose or the damage resulting.

The destruction of the crops and the loss of hogs and cattle is fearful. These cannot be estimated as it is impossible to get anywhere near the swollen stream.

Out of six bridges over the river five have been washed away—the only one left being the iron bridge, a new structure, apparently solid and substantial. It still stands, but it is said to be twisted and strained, and no doubt weakened by the stress of the water, which covers it. Nothing definite can be said of this, however, as no one can get near enough to ascertain.

The extensive Weatherly brick mill and plant with all of the manufacturing product, situated about three-quarters of a mile, from the river, is covered by water to the depth of several feet.

The one-story house of Mr. Beasley, built on a knoll about a half mile from the river, though to be about 30 feet above the normal run of the stream, is under water to the height of the ceiling.

Among the wreckage floating down the river are the carcasses of many cattle and hogs. Numbers of them upon the approach of the flood ran to the islands and higher ground and then met their death by drowning or exhaustion. The loss of this stock is fearful. On some farms every animal was drowned, on others a part was saved.

As an instance one thrifty negro, who had eleven hogs in a pen, noticing the rising of the water, went down to see after them, but he was too late, they were all drowned before he got to them.

The damage to the growing crops cannot be even guessed at. One farmer reports that a field of cotton promising a fine yield is now covered by water deep enough to swim a horse and there are doubtless many like cases.

What has been written only refers to the Sumter side of the county. There is no communication with the townships which are on the Darlington side. The telegraph and telephone systems are both out of commission, but no doubt their losses will equal ours.

Besides this disaster the heavy rains have seriously injured the cotton crops. The bolls are opening rapidly, and the staple falls to the ground and sprouts before it can be handled, and the green bolls are rotting on the stalks.

The river is said to be falling as rapidly as it rose, the water passing down the stream like a torrent.

## GREAT LOSS IN CHESTERFIELD.

**Pee Dee Reached Height of 46 Feet at Chow Thursday.**

Cheraw, Aug. 28.—A conservative estimate of the damage done by the flood in the Pee Dee River places the loss at two hundred thousand dollars.

The heaviest loss is Pee Dee Bridge, which will cost fifty thousand dollars to repair. The Cheraw and Georgetown Steamboat Company has lost five thousand dollars. The new six thousand dollar road just completed by Cheraw and Marlboro over the Ferry Lane is completely washed away.

Over 100 yards of the Seaboard Air Line trestle over the Pee Dee is torn away. The Atlantic Coast Line trestle over Thompson's Creek is washed away. The damage to property on the lower part of the river is tremendous. The Ghio stopped at one of the settlements last night and found all the houses covered with water. They were unable to find any one, and it is probable that some of the people at least are drowned. The citizens of the town had a meeting at 11 o'clock today to consider plans for replacing the Pee Dee bridge.

The river reached its highest stage yesterday morning, 46 feet. It has fallen only 2 feet since. The steamer Ghio came in yesterday. The captain reports that the current was so swift he could not make a mile an hour with full steam. On the Ghio was a shipment of one thousand pumps for a local hardware dealer. The boat is tied up to the top of a trestle that is near the river bank. No trains have arrived at Cheraw since Tuesday. The Chesterfield and Lancaster Road expects to run a train late this evening.

## THE DAMAGE AT AUGUSTA.

**Twenty-two Bodies Recovered and Steamer Passed 30 Corpses.**

Augusta, Ga., Aug. 28.—The flood water at Augusta is receding rapidly and as the water leaves the streets it is apparent that the loss has been underestimated. In addition to the disasters already reported it is found that the Riverside Mills, in damage to plant and loss of cotton which floated away, sustains a loss of \$100,000; Reid's cotton warehouse, the finest in the South, is damaged in a large sum, but will require a survey to determine the amount; Triangular block, where the wholesale houses are assembled, is badly injured. The Nelson, Morris & Co.'s warehouse has collapsed and is being razed; the Augusta Grocery Company's building is damaged in \$6,000; Hill & Merry escaped serious loss; C. D. Carr & Co., Paul, Mustin & Murphy are comparatively slightly damaged; the National Biscuit Company building is wrecked. The Central Grammar School is badly hurt, and the Davidson Grammar School is damaged severely. In addition to the fires already reported it develops that there were ten smaller houses burned in different sections of the city.

As the water goes down further it is feared that damage similar to the Triangular block damage will develop.

As to the loss of life twenty-two bodies have been recovered and corpses are found every hour or so. The captain of the river steamer Swan, which got in today, reports that he saw, on the up-trip, at least 25 corpses, all negroes except one, a white man. There are reports of many drownings among negro farm hands in the lower valley. The Chronicle estimates the

death list at sixty.

The citizens in mass meeting, the city council in special session and the board of health in special session have taken measures to relieve the distress. Citizens are subscribing to a fund to help the poorer people in the submerged districts, for portions of the town are still under water. There is sure to be the greatest suffering, and relief must be quick to prevent starvation swelling the death list. In some districts people who cannot leave their houses have not tasted food since Wednesday night. Augusta is trying hard to measure up to the demand upon her. At the public meetings today it was decided not to make an appeal for outside assistance, but to accept any contributions offered. It is a question if the citizens' meeting and city council did not err in declining to make a public appeal for assistance, and many believe they will yet be compelled to ask aid of the outside world. It is certain that the mayor will gladly accept contributions, and he so publicly said in reply to Atlanta's inquiry today.

The immense cotton manufacturing establishments are not only idle because of the breaks in the canal banks, but they have received flood damage.

The water reservoir is full. Its capacity is 60,000,000 gallons, but the service pipes are broken and the city is without water. The gas supply is nearly restored. The electric companies will start up in twelve hours, using steam power instead of water power. Electric lights will not be turned on for a week.

Estimated losses are as follows: Total damage from \$1,000,000 to \$2,000,000.

Damage to city property \$200,000 to \$250,000.

Damage to street railroad \$25,000.

Damage to railroads \$50,000.

Damage to telephone and telegraph companies \$20,000.

Damage to merchants and local industries \$150,000 to \$200,000.

Damage to residents \$50,000.

## SEABOARD TRAIN LOST.

**Passenger Train on Line Between Columbia and Savannah Missing Since Flood.**

Savannah, Ga., Aug. 28.—Train No. 81, on the Seaboard Air Line, which has been "lost" since Thursday at noon, so far as the Savannah dispatcher's office is concerned, is still in the lost column. No word of the train has reached the operating office here. All that it seems to know is that the train is somewhere between here and Columbia. It is thought that it must be tied up at some river or stream where the trestle has been washed away, with no open way of escape behind it, and with wires down. There was a dining car with this train, so passengers will not suffer for food.

## SEVERAL NEGROES DROWNED.

**Fire Added to the Horror of Storm in Augusta.**

Augusta, Ga., Aug. 28.—Flood waters at Augusta began receding this afternoon. They reached the height of 40 feet, probably as high as the flood of 1888, which caused damages to the extent of one million dollars.

Rain has ceased in the upper valley and there is danger of no further losses. The damage is approximately \$750,000 to \$1,000,000, and consists of damage to stocks of goods and private property, losses on the streets, destruction of the city and one railroad bridge across the Savannah River and breaks in the canal banks. There are dependent on the canal for power eight large and small cotton mills. At the time of the 1888 flood like breaks required one hundred days to repair. Thousands of mill operatives will be idle for three to four months.

While the flood was at its height five fires broke out, adding terror to a night of terror. The McDaniel builders' material establishment in North Augusta burned. A train of 40 cars belonging to the Southern Railway burned in Hamburg, just across the river. Nixon's lime, cement and hay warehouse; a huge quantity of lumber belonging to the Georgia Railroad yards, in the city, burned. There were several other small fires. The flames from the burning structures illuminated the skies and sent horror to the hearts of the people.

The Augusta Railway and Electric Company cannot run their cars for three days. No power plant is in operation; the telephone lines are not doing business; the railroads are accepting no passengers. The water service is crippled but intact. The gas company is impaired, but not shut down.

There have been ten or fifteen drownings, mostly of negro laborers.

The flood expanse covers an immense territory, miles and miles of water extending from the foot of the Carolina hills to the south in Georgia. The loss to farms, farm lands, crops and live stock in the valley is not included in the figures given above. The bottom cotton and swamp crop, an immense annual product, is ruin-

ed.

Tonight is a night of tension. Reports of missing men, even of missing families, are being reported from man to man. The Augusta Chronicle got out its Thursday edition in abbreviated form at 9 p. m. The Augusta Herald, afternoon, could not be published Wednesday or Thursday.

Reviewing the loss situation, a dozen prominent citizens in the Albion Hotel tonight put the municipal loss at \$250,000. The loss to merchants in 1888 was \$103,000. This time it can be no less. The loss on cotton is not severe, only 3,500 bales being water damaged. The loss to freight in depots is \$50,000. The loss to railroad terminals will not be more than \$200,000, including the loss of the Southern bridge. This bridge was to have been torn away and does not affect the Southern service. The consequent loss of the shutting down of the big cotton mill's and other industries can only be conjectured.

## SPARTANBURG RECOVERING.

**Pacolet Mill Dam Washed Away—Several Bridges Destroyed.**

Spartanburg, Aug. 27.—Spartanburg is recovering from the freshet. Railroad traffic has been resumed between all points, and the electric light and gas companies are working on full time. Since Tuesday Spartanburg has been almost completely cut off from the outside world. No papers have been received from Charleston since Tuesday until today, when Wednesday's issue of the News and Courier was received. The cotton mills have suffered very little damage from the flood. The only serious damage was at Pacolet No. 2. The dam at the mill washed away. The steel bridge across the river was also swept away. The county has sustained heavy loss by bridges being carried away by the freshet. The loss may exceed fifty thousand dollars.

## COLUMBIA BRIDGES IN DANGER.

**The Congaree Above 34 Feet at 2 O'clock Yesterday.**

Columbia, Aug. 27.—At 2 o'clock this afternoon the Congaree River is above 34 feet at the Government gauge on the Gervais street bridge, and has been at this stage for several hours. If it does not go any higher the Gervais street steel bridge will stand, unless there is heavy driftwood sent down from above. Traffic is closed. The covered bridge, across Broad river, above the city is in greater danger. Two piers have been damaged, one of them very badly, and if both go the entire structure may be swept away. In that case the Gervais street bridge, three miles lower down the Congaree river, may be damaged badly, but at this time the Gervais street bridge is standing the strain. The water is almost up to the floor. The water was let into the power house of the Columbia Street Railway this morning, as the pressure of the water was so great that the walls were beginning to crack. The windows had been built up to keep out the water, but it was determined to let in the flood and risk the damage to machinery rather than lose the entire building.

The water has for two hours been on a level with the canal bank and a large force of hands is at work building up the embankment to prevent a washout at the power house. The water is pouring over in torrents, and the very height of the flood may save the dam and locks, as the force of the current is going over the dam. The Columbia, Newberry and Laurens Railroad bridge over Broad river, above Columbia is standing all right, and the trains are running through to Laurens and perhaps to Greenville without serious trouble on that road.

Telephone messages from Newberry state that the Saluda river is not receding and may be still rising. The flood seems to be greater in the Saluda River valley and the channel of the Congaree, which river is formed by the conjunction of the Broad and Saluda opposite this city, may be sufficient to hold the flood without further damage.

## RAILROADS FARING BADLY.

**Traffic on the Coast Line Will be Impaired for Several Days.**

Florence, Aug. 27.—Traffic between the North and South via the Atlantic Coast Line will be considerably delayed now for several days, owing to the onrush of the waters from the storm-swept mountains of North and South Carolina to the sea. Up to noon today the Coast Line felt no serious effects of the floods on its main line, but at noon the water in the Cape Fear River, at Fayetteville, N. C., had reached the highest stage in its history, and the Coast Line's track and bridge at that point are all under water and the safety of the bridge is endangered.

The result is that all trains to and from the North and South are detoured over their old main line tracks from Wilson, N. C., to Florence, S. C., via Wilmington, N. C., and running from 5 to 7 hours late. The track

at the Pee-Dee River on the Bennettville division is under water for three or four miles, and it is impossible to get trains over that route. Should the water cover the track at Pee-Dee on the Wilmington division this will cut off entirely all railroad communication between the North and South as the Seaboard Air Line people are running their trains over the Coast Line from Raleigh to Columbia via Florence and Fayetteville, but this arrangement had to be abandoned today and the Seaboard trains are run around from Raleigh to Columbia via Wilmington, Goldsboro and Florence, as that is their only chance of getting through. Several Seaboard trains have passed through here since last night and they are all more than 12 hours late.

Waterree Bridge, at Waterree, on the Coast Line is threatened with destruction. Lynche's Creek trestle, between Sumter and Darlington, went down last night and no trains are operated over that division. The situation is indeed serious and there is no telling what will happen next.

As yet no trains have been wrecked by washouts on the Coast Line and the officers have given positive instructions to run their trains with every possible care and precaution to avoid accidents. It is stated that if the Seaboard gets trains over their line within two weeks they will be doing well, there being so much of their road bed and so many bridges washed away.

## CONDITIONS STEADILY IMPROVING AND TRAINS RUNNING ON SCHEDULE.

**Sumter Now Has Connection With Both Florence and Columbia After Having Been Cut Off for Five Days—Rimini Trestle a Wreck.**

Quite a crowd of people went down to the trestle across the Santee at Rimini yesterday, and while the crest of the flood has passed and the worst was over, they were well repaid for their trip, for such a flood scene has never before been witnessed in this section of the country. The river was still higher than ever known and the swamp was flooded with back water for miles on either side of the stream. The steel bridge was intact and out of danger, but more than a mile and a half of the trestle had been swept away. Weeks will be required to repair the damage, and until the water recedes little can be done in the way of trestle building. It will be a long time before the operation of trains between Sumter and Augusta via the Rimini trestle can be resumed.

The operation of regular trains between Sumter and Columbia was resumed Sunday morning and the first train from Florence came in over the direct line last night. Trains on the regular schedule between Florence and Columbia began running this morning. No trains are yet going through to Darlington, and the damage to the Lynch's river bridge near Elliott's is so great that repairs will require time.

There has been no interruption of traffic between Sumter and Charleston as yet, but there is still some uneasiness felt for the safety of the Santee bridge and trestle near St. Stephens on the Northeastern Railroad.

The damage at the Waterree bridge was not as great as it was feared would be inevitable when the flood was at its height, and as the waters began to recede repairs were quickly made.

The Southern Railway is still cut off by damages to the trestle and bridge at Kingsville and there is no certainty when trains will be operated on regular schedule in and out of Sumter on this road.

## RIVER GAUGES WASHED AWAY.

**Observations at Blairs and Other Points Must be Made Without Technical Equipment.**

Columbia, Aug. 31.—Mr. J. W. Bauer, section director of the Columbia station, United States weather bureau, has been advised that the government gauge at Catawba, Blairs, Camden and Chappells were washed away by the high waters of the past week and it is thought that the gauge at Pelser is gone. Mr. Bauer advised the department at Washington of these facts and new gauges have already been shipped and will be installed with as little delay as possible. It will be necessary for the local observers at the points named to make record of the highest water stage by the marks on trees, etc.

## RIVERS STILL RAVAGING.

**Williamsburg and Florence Counties Suffer From Flood—Large Area Devastated.**

Lake City, Aug. 30.—The lower part of Williamsburg county and that part of Florence county between the Pee Dee and Lynch's rivers are devastated. Holes 15 feet deep have been washed under the Coast Line track at Effingham and a part of the bridge has been swept away at Bass wagon bridge. Further down the water is

four miles wide.

It is thought that William McAllister and family have been drowned. The last heard of them they were on the top of the house shouting for help. No one could reach them and finally the shouts ceased.

Mules and horses have been drowned and the hogs and chickens have been swept away by the hundreds.

Scores of people drove from Lake City to render assistance. Two men launched a boat and made for Bass bridge, but turned back, saving the current was too swift. The rise at sundown was one foot an hour. This is the worst flood ever known in this section.

## BODIES PICKED UP ON WATEREE.

**That of Little Hinson Boy and That of Mr. Savage's Driver Found.**

Camden, Aug. 30.—The body of the little Hinson boy, who was with Mr. Geo. Rabon when the bridge went down, was found in Baum's swamp today.

Mr. Savage's colored driver's body was also found some miles down the river today.

Mr. John Mickle's two mules and a wagon, and horse with a fine Texas saddle, were found at the old ferry.

No one around Camden claims the horse and saddle, so it is supposed that it came from above Camden.

Mr. Geo. Rabon's body has not been found yet, neither have the bodies of the missing negro men.

The river is back in its banks now. All the crops in the bottom lands are a complete loss.

## CONDITIONS IN AUGUSTA.

**Work of Cleaning Up and Repairs Begin Today.**

Augusta, Ga., Aug. 30.—The sun shone out brightly today. Augustans, putting aside everything else, are putting forth every energy to the work of helping the sufferers. Prominent citizens who make up the advisory and relief committee, the board of charities, the Associated Charities, the Salvation Army and King's Daughters are working hand-in-hand. The work is very thorough. The task, however, is herculean. There is need for clothing, new, half-worn, mattresses, etc., and surrounding cities would help greatly by sending such articles.

Bread gave out Saturday night, but 6,000 loaves got in today from Atlanta and Charleston, and Savannah is sending 2,000 loaves tonight.

Cleaning up and clearing away wreckage will be begun Monday morning. The county convicts, the city convicts and as many thousand men as can be employed went to work today on the streets and sewers. The board of health has the sanitary situation well in hand. The police have their end of the situation well in hand also.

The city is asking the Georgia United State senators to urge the war department to immediately send here an engineer to inspect the flood situation along the river with a view to future consideration of measures on the part of the government for protection to the city. Col. Dan. G. Kingman, United States engineer in charge of the district, has been appealed to by fire to come to Augusta at once with the same purpose in view.

## RAILROAD CONDITIONS IMPROVING.

**Floods Subsiding and Prospects of Resuming Schedules in the Near Future.**

Charleston, Aug. 31.—The news from the railroads is now of an encouraging character. The gallant efforts which the maintenance of way departments of the two roads entering this place have been making are now having the effect. The angry waters are subsiding and in a few days all will be in regular working order again.

The Atlantic Coast Line resumed traffic between Columbia and Florence yesterday, but are still unable, and will be for several days, to operate the through Northern trains because of the unsafe condition of the Pee-Dee trestle.

According to a telegraph message from Florence last night Train No. 82, the north-bound Florida and West Indian Limited, was run out last night to Columbia and thence over the tracks of the Southern to Selma, N. C., where the Coast Line tracks were again available for the remainder of the trip to the North.

Train No. 89 arrived at a late hour last night, having reached Charleston by way of Sumter.

The Southern is now getting back to some approach to its usual schedules. Train No. 11, from Charleston to Columbia, was unable to cross the Congaree at Cayce's, but the passengers were transferred to another train and reached Columbia safely. The train which leaves Columbia at 2.15 o'clock tonight for Charleston will find the trestle at Cayce's repaired and will come through to Charleston, though it will be a week or more before the usual route can be operated.